Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Previously Presented) An exhaust system for a lean-burn internal combustion engine comprising a soot filter packed with a mass of elongate, flat, narrow strip metal wherein said mass is compressed to provide a first packing density and a catalyst located upstream of the filter for oxidising NO to NO_2 for combusting soot collected on the filter in NO_2, wherein the catalyst is supported on a metal substrate of the type used in the filter having a second packing density lower than said first packing density, to permit passage of soot particles.

2. (Previously Presented) A system according to claim 1, comprising, in order from upstream to downstream, a plurality of metal-based filters adapted successively to trap smaller and smaller particles.

3. (Original) A system according to claim 2, comprising at least one wall flow filter for trapping yet smaller particles.

4. (Currently Amended) A system according to claim 2, comprising a flow-through monolith between ~~the or~~ each pair of metal-based filters.

5. (Previously Presented) A system according to claim 4, wherein the or each flow-through monolith comprises a NO oxidation catalyst for restoring the NO_2 content, which had been decreased by reaction with soot in the preceding filter.

6. (Previously Presented) A system according to claim 1, wherein the filter capacity is sufficient to allow the soot to be combusted continuously by the oxidant.

7. (Previously Presented) A system according to claim 1, wherein the filter capacity is sized for accumulations of soot sufficient to increase pressure-drop significantly before the next period of fast running and the system includes a bypass, wherein the pressure-drop

through which is equal to the design maximum tolerated pressure-drop through the filter, whereby to avoid engine stalling.

8. (Previously Presented) A system according to claim 7, comprising means to limit soot emission to atmosphere located downstream of the bypass, which means being selected from the group consisting of a filter, an impingement collector and an oxidation catalyst.

9. (Previously Presented) A system according to claim 1, wherein the filter comprises a regular coiled, woven or knitted structure.

10. (Previously Presented) A system according to claim 1, wherein the metal of the filter is Type 300 or Type 400 stainless steel.

11. (Previously Presented) A system according to claim 1, wherein the metal from which the filter is made comprises an iron alloy containing at least 11.5% Cr, 4% Al and 0.02-0.25% minor constituents such as rare earth, zirconium or hafnium.

12. (Previously Presented) A system according to claim 1, wherein the width of the metal strip of the filter is up to 2 mm and its thickness is 0.2 to 0.8 times its width.

13. (Previously Presented) A system according to claim 12, wherein the flat, narrow strip metal is a flattened wire.

14. (Previously Presented) A system according to claim 1, wherein the filter packing carries a layer catalytic for soot oxidation.

15. (Previously Presented) A system according to claim 14, wherein the catalytic layer comprising a washcoat and a component selected from the group consisting of Pt and oxides of Cs and V.

16. (Previously Presented) A system according to claim 1, comprising means for generating a component for combusting soot collected on the filter selected from the group consisting of ozone and plasma.

17. (Previously Presented) An internal combustion engine comprising an exhaust system according to claim 1.

18. (Original) A diesel engine according to claim 17.

19. (Currently Amended) A system according to claim 3, comprising a flow through-monolith between ~~the or~~ each pair of metal-based filters.

20. (Previously Presented) A system according to claim 19, wherein the or each flow-through monolith comprises a NO oxidation catalyst for restoring the NO_2 content, which had been decreased by reaction with soot in the preceding filter.

21. (Original) A system according to claim 12, wherein the width of the metal strip is in the range 0.1 to 0.5 mm.